

IN THE CLAIMS

1. (currently amended) A nontoxic fuel cell engine coolant which is comprised of an aqueous 1,3-propanediol and which has an electrical resistivity of greater than 250 Kohm-cm, a boiling point of greater than 90°C, a thermal conductivity of greater than 0.4 W/m-k, a viscosity of less than 1 cPs at 80°C and less than 6 cPs at 0°C, a heat capacity of greater than 3 kJ/kg-K, and having a corrosion of aluminum heat rejecting surface capacity as measured by ASTM D-4340 of less than 0.1 mg/cm²/week.
2. (canceled)
3. (canceled)
4. (original) The coolant of claim 3 wherein the solution is comprised of from 40 to 85% by volume of 1,3-propanediol.
5. (original) The coolant of claim 4 wherein the solution is comprised of from 55 to 85% by volume of 1,3-propanediol.
6. (original) The coolant of claim 1 having a freezing point of less than -40°C.
7. (new) A method for cooling a fuel cell engine comprising, circulating a heat exchange fluid around components of the fuel cell to remove heat, wherein the heat exchange fluid comprises 1,3-propanediol and has an electrical resistivity of greater than 250 Kohm-cm, a boiling point of greater than 90°C, a thermal conductivity of greater than 0.4 W/m-k, a viscosity of less than 1 cPs at 80°C, a heat capacity of greater than 3 kJ/kg-K, and a corrosion of aluminum heat rejecting surface capacity as measured by ASTM D-4340 of less than 0.1 mg/cm²/week.
8. (new) The method of claim 7 wherein the heat exchange fluid has a viscosity of less than 6 cPs at 0°C.

9. (new) The method of claim 7 wherein the heat exchange fluid is comprised of from 1 to 100% by volume of 1,3-propanediol.

10. (new) The method of claim 7 wherein the heat exchange fluid is comprised of an aqueous solution of 1,3-propanediol, where the aqueous solution is comprised of from 40 to 85% by volume of 1,3-propanediol.

11. (new) The method of claim 7 wherein the heat exchange fluid has a freezing point of less than -40°C .